

INFORM

CENTRAL INTELLIGENCE AGENCY

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COUNTRY China

REPORT

SUBJECT Port and Shipyard Information,
Shanghai

DATE DISTR. 18 November 1955

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DATE OF INFO.

REQUIREMENT

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PLACE ACQUIRED

REFERENCES

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This is UNEVALUATED Information

SOURCE EVALUATIONS ARE DEFINITIVE APPRAISAL OF CONTENT IS TENTATIVE.

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1. On 27 August a former Japanese merchant ship of about 5,000 tons that had been sunk during World War II near Woosung was undergoing repairs at a dockyard at location N 31-14.77, E 121-29.9. The ship was raised from the river

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The following ships were also being repaired at this dockyard:

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- Three LSM's
- One LCU-type ship.
- One passenger ship of about 20,000 tons (sic). The vessel was getting new plates.
- Six 2,000-ton cargo ships.
- Three YP-type ships.
- One 500-ton oil tanker.

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2. In late August two cranes were ashore at the Chang Hua Pin (1728/5478/3453) Shipyard on the north bank of the Whangpoo River near Woosung. The larger crane had a boom about 40 feet in length and a cable about three inches in diameter. The smaller crane had a boom of about 28 feet in length and a cable about two inches in diameter. In late August new piers were being built at this yard. [See Sketch A for a drawing of the crane.]

3. In late August 200 depth charges were stored on a wharf at location N 31-21.9, E 121-29.68. The depth charges were cylindrical in shape with a smooth surface and were painted grey. Some of the depth charges were covered with tarpaulin. Each depth charge had two round projections on one end. [See sketch B for a drawing of the depth charge.]

4. In late August there were three mobile cranes at the Kung Ho Hsiang (0361/0735/4382) Pier, located at the foot of Kaoyang (7559/7122) Road. [See Sketch C] Also on the pier were a conveyor for unloading wheat flour, a 6 x 9 foot stack of 300 steel sheets, and 600 earthenware jugs, each two feet high and covered with rattan plaiting.

5. A 300-ton oil lighter was fueling an Indian merchant ship of about 8,000 tons at the Kung Ho Hsiang Pier.

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STATE	X	ARMY	X	NAVY	EV	X	AIR	X	FBI		AEC						
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(Note: Washington distribution indicated by "X"; Field distribution by "#".)

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6. In late August there were three harbor tugs at the Kao Yang Tu (7559/7122/3256) Pier.
7. In late August the floating crane CHIANG NAN [] was off the Chiangnan yard. 25X1
[See Sketch D for a drawing of the crane.]
8. In late August there was a 5,000-ton merchant ship in the dock at the Ho Feng (0678/6265) Shipyard at location N 31-12.35, E 121-30.
9. In late August a 7,000-ton merchant ship was under repair at the Chung Hua (0022/5478) Shipyard at location N 31-12.7, E 121-30.2. Also under repair at the yard were two 1,200-ton frigates and two 1,000-ton gunboats.
10. In late August the HO PING [] were discharging coal alongside a coal dump on the south bank of the Whangpoo River between the Ho Feng Wharf and the Yang Chia Tu (2799/1367/3256) Wharf. 25X1
11. In late August two 120-foot dredgers were moored at the Tung Chia Tu (5516/1367/3256) Wharf.
12. In late August the LST I CHUNG SHAN (3085/6850/1472) was underway in the Whangpoo River. The ship was a naval transport of about 3,000 tons, armed with three guns forward and three aft.
13. In late August there was a seven-ton crane at the Kung P'ing Lu (0361/1627/0424) Pier, a five-ton crane at the Hui Shan (0565/1462) Pier, and a three-ton crane at the Huangp'u Pier.
14. In late August there were 18 oil tanks at the site of the former APC and SVOC tank farms on the south bank of the Whangpoo River.
15. In late August there were about 20 junks of about 100 tons each transporting cargo and passengers between Tungchiatu and Woosung. The junks burned charcoal.
16. In late August eight antiaircraft guns were emplaced in position N 31-21.8, E 121-30.2
17. On 4 August there were two submarines near Woosung'ou. They resembled M-1 Class submarines,² except that the wire strung from the bow to the stern over the conning tower was not seen. On a voyage to Shanghai in late August no submarines were seen.

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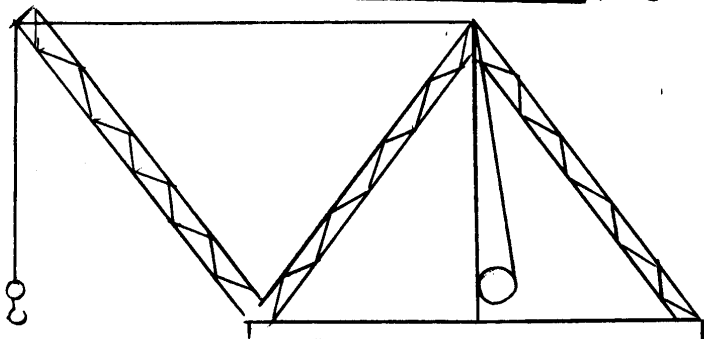
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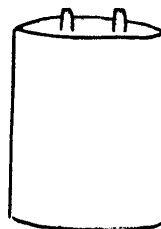
Sketch A

Crane observed at the Chang Hua Pin Shipyard, August 1955



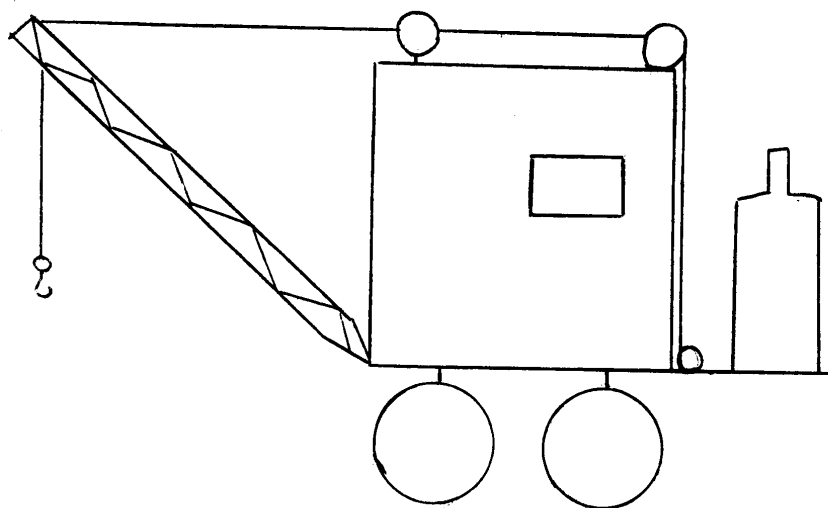
Sketch B

Depth Charge



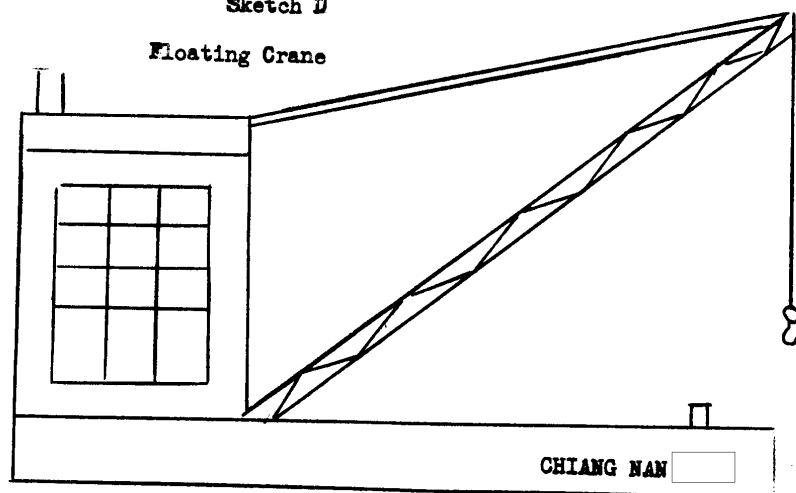
Sketch C

Crane observed at the Kung Ho Hsiang Pier



Sketch D

Floating Crane



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